

Project Schedule

DESIGN		PUBLIC INVOLVEMENT
Current <ul style="list-style-type: none">• Project in early design phase	2005	Current <ul style="list-style-type: none">• Outreach with local businesses and neighbors (truck turning radius, etc.)• Coordinate with affected property owners• Distribute project update to neighborhood leaders
Spring 2005 <ul style="list-style-type: none">• WSDOT submits proposed project design to city (design includes project details regarding: traffic, bicycle/pedestrian, utilities, stormwater, and access)		Spring 2005 <ul style="list-style-type: none">• Project update mailing to neighborhood leaders and Community Resource Team
Summer 2005 <ul style="list-style-type: none">• City gives feedback to WSDOT on design• WSDOT adjusts project design, as needed		Summer 2005 <ul style="list-style-type: none">• Project update mailing to neighborhood leaders and Community Resource Team
Fall 2005 <ul style="list-style-type: none">• Continued design refinement• WSDOT/BNSF coordinate with city on overall process, including transfer of bridge ownership to the city, railroad crossing agreements		Fall 2005 <ul style="list-style-type: none">• Open house (early design)
	2006	Winter 2005 <ul style="list-style-type: none">• Project presentation to Vancouver City Council (to air on local cable CVTV)
Winter 2006 <ul style="list-style-type: none">• WSDOT, BNSF and city finalize agreement		Spring 2006 <ul style="list-style-type: none">• Community updates
	2007	Summer 2006 <ul style="list-style-type: none">• Open house (mid-design)
Spring 2007 <ul style="list-style-type: none">• Design complete		Winter 2007 <ul style="list-style-type: none">• Community updates
		Spring 2007 <ul style="list-style-type: none">• Pre-construction open house (final design)
Fall 2007 <ul style="list-style-type: none">• Construction begins		

For more information:

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Vancouver Rail Project

April 2005

The Vancouver Rail Project, located in Vancouver, Washington, will add two new rail bypass tracks for a total of nine sets of tracks at the West 39th Street railroad crossing. A new vehicle/pedestrian overpass will also be constructed over these tracks to enhance safety at the crossing.

More than 100 trains per day pass through the Vancouver rail yard, which serves as a major hub for freight and passenger rail traffic.



What are the project benefits?

The project will improve safety, reduce rail congestion, and, as a result, improve Amtrak's on-time performance.

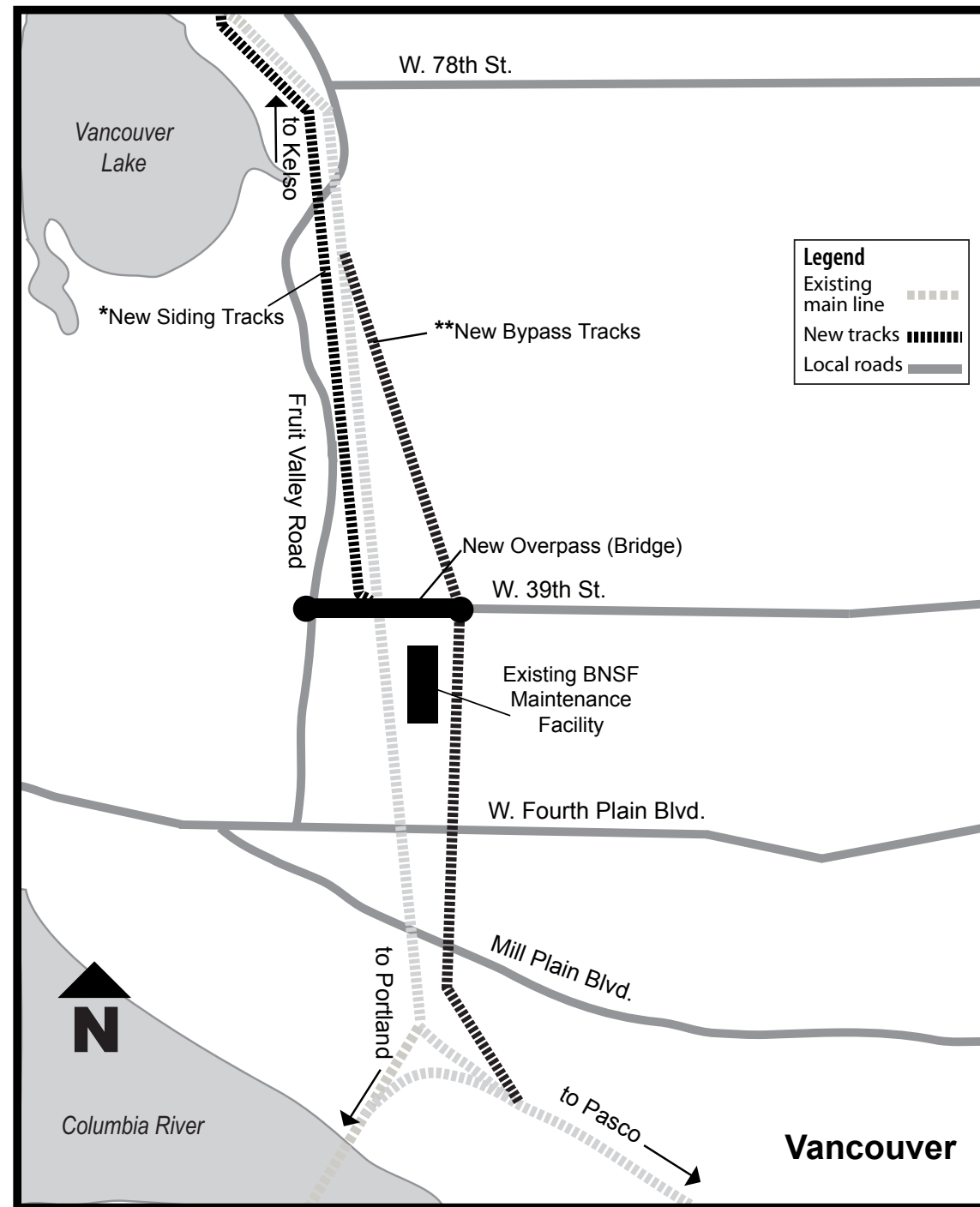
Currently, people who drive or walk through the rail yard on West 39th Street must cross seven sets of rail bypass tracks. The new rail construction will increase this total to nine sets of tracks and add a vehicle/pedestrian overpass (bridge) over these tracks to enhance safety at the crossing.

*Siding tracks:

Tracks located next to a main line that allows a train to move out of the way of an oncoming train. These siding tracks will allow freight trains to move out of the way of passenger trains.

**Bypass tracks:

Tracks that go around other rail facilities (bypass them). These new bypass tracks will go around the Vancouver rail yard, allowing passenger trains to bypass the freight congestion.



What is the source of project funds?

Funds for this project are from the 2003 Legislative Transportation Funding Package.



The Community Resource Team discusses the project.

How has the community shaped this project?

Community input was key in the decision to build a West 39th Street overpass over the railroad tracks.

Between 1999 and 2002, the Vancouver Rail Project benefited from significant public input. Residents engaged in development of the draft Environmental Impact Statement (EIS), through public comment, public open houses, newsletters, and a public hearing. A Community Resource Team, made up of 18 local citizens representing community and regional needs, helped the project team develop and shape project alternatives.

Key issues identified by the community are: noise, access, safety, and community impacts. The project team will continue to address these issues through public involvement during project design and construction. The project team will update the community regularly through the project Web site, presentations, and mailings.



Freight trains fill the Vancouver rail yard.

Who's involved with project design and construction?

Washington State Department of Transportation is the lead agency on bridge design, construction and public involvement.

City of Vancouver has an advisory role on the rail work, and will review and approve designs and plans for bridge and at-grade crossing work.

The city also serves as a public involvement liaison to the city council and will coordinate communications with the neighborhood associations and Clark County.

BNSF Railway Company owns the tracks and is the lead agency on the rail design and construction.



Cars line up at West 39th Street at-grade crossing.

What is the project timeline?

- **Conceptual design** on the project began in 1999, and an Environmental Impact Statement process to evaluate potential project impacts began with project scoping later that year.
- The **Draft EIS** was issued for public comment in February 2002.
- The **Final EIS** (FEIS), incorporating public comments, was issued in May 2003.
- A **Record of Decision**, confirming the rail overpass construction and westerly bypass tracks as the preferred alternative, was issued in August 2003 by the Federal Highway Administration.
- **Design** of roadway and track improvements began in March 2004.
- **Construction** is scheduled to begin in 2007.